



## Supervision And Planning Principles

### Supervision

Supervision of traffic operations is a responsibility shared by individual MPs, patrol supervisors, desk sergeants, MP duty officers (MPDOS) and the provost marshal (PM). All personnel involved in traffic operations must accomplish the following

- Evaluate traffic plans efficiency and make recommendations for improvement.
- Maintain safe and efficient flow of traffic along roadways.
- Recognize and correct traffic problems.
- Provide security and safety requirements at traffic accident scenes.
- Prepare and review traffic accident reports.

- Perform traffic law enforcement activities.

The MP supervisor acts as a coordinator of all traffic activities during a given time. Teamwork among all on-duty MPs is imperative. In areas where there are not adequate standing policies, the supervisor must provide guidance on the spot. This guidance may be needed in the following situations:

- Fixed traffic points
- Construction sites
- Detour sites
- Accident scenes
- Special events
- Escort duties
- Disaster operations.

## Supervisor Responsibilities

### Fixed Traffic Points

- Main roads are well defined
- Flow pattern is established
- MPs know how to change traffic flow if necessary
- Conflicts between MP and control devices are resolved

### Construction & Detour Sites

- Implement adequate control measures to prevent congestion

### Accident Scenes

- Coordinate all MP actions at the scene
- Safety measures are established
- Injured persons are cared for (to include first aid)
- Scene is protected

### Escort Duties

- Road ahead is cleared for escorted personnel
- Establish communications with escorted vehicle(s)
- For classified material—use best control for defense and security, normally by following immediately behind escorted vehicle

### During Disasters

- Area has adequate patrol coverage and traffic control to expedite relief operations and the movement of heavy traffic, evacuation and medical vehicles

### Special Events

- MPs know traffic plan and schedule of events
- All Military Police actions are coordinated

## Planning

The following principles of traffic planning should be considered when establishing traffic control operations.

### Functional Areas

Such areas on an installation may include the headquarters, residential, barracks and commercial areas. The following actions will insure their integrity:

- Concentrate traffic on a minimum number of well-defined, easily controlled routes.
- Direct traffic around—not through—functional areas.
- Attempt to have separate routes leading to different functional areas.
- Establish direct routes for heavy traffic from off post to locations on post.

### Traffic Load

Traffic on roadways should be reduced to avoid congestion. Some proven techniques are:

- Stagger work hours with minimum 15-minute time separation.
- Encourage use of car pools.
- Improve and encourage use of public transportation.
- Restrict the volume of vehicles, if necessary.

### Primary Circulation System

The traffic plan should establish major routes to bear most of the traffic load. **Primary routes should pass around** the borders of **functional areas** to preserve area integrity. **Interconnecting routes should also skirt** the boundaries of major areas. To discourage unnecessary use of **roads in troop or residential areas**, make the

roads **circuitous or dead end**. **One-way roads reduce accidents**.

### One-Way Reversible Roads

One-way roads may improve traffic flow, especially if reversible—one-way in for mornings and one-way out for afternoon. Narrow roads can carry a **greater volume of one-way traffic** than two-way. One-way roads help **reduce congestion at intersections** where there are many left hand turns or accidents. **Temporary one-way roads** during morning and evening rush hours may reduce congestion and increase traffic flow. **Eliminating curb parking on two-way roads** may eliminate the need to establish one-way roads.

### Speed Zones

Speed zones should be determined by the areas the road passes through. Consider the following criteria before setting speed limits:

- Each speed limit should safely handle traffic, allowing for sufficient stopping distance between hazards.
- Maximum speeds should follow the 85th percentile rule, and minimum speeds should follow the 15th percentile rule (see Speed Studies, Chapter 22).
- Reasonable speed limits encourage driver compliance.
- Adopt the Uniform Vehicle Code 30 mph speed or the state assimilated speed for urban type roadways.
- Unnecessarily restrictive speeds may be ignored by drivers, requiring greater and unnecessary enforcement efforts.

### Safety Measures

Reviews of traffic studies, patrol reports, and accident investigations may lead to recommenda-

tions for improving traffic safety. Such recommendations include:

- ☐ Install traffic control devices at intersections, curves, hills, etc.
- ☐ Improve street lighting.
- ☐ Improve information and education programs directed at drivers.
- ☐ Improve parking capabilities (off-street parking is better than on-street parking).
- ☐ Improve pedestrian controls by installing traffic signals, fences and islands.
- ☐ Repair signs and signals and repaint pavement markings.
- ☐ Install force arrestors (such as water bumpers, metal drums with sand or water ballast).

## Special Events

Special events often generate heavy traffic volume. Traffic control is possible with planning based on the following considerations:

Routes to the event should be direct.

Main routes should terminate at parking areas.

Special routes should be marked for emergency vehicles and operators briefed on these routes.

A special traffic plan should be publicized through the installation bulletin and leaflets.

Normal traffic should be detoured around the area.

Directions and guide signs should be used extensively.

## Disasters

MP planning support to local police during disasters should consider the following:

- Establish primary route for vehicles aiding evacuation, recovery and reestablishment of disaster areas.
- Establish information points at main entry routes to the disaster area.
- Prohibit unnecessary traffic (onlookers).
- Direct normal and unnecessary traffic around the disaster area.
- Establish a communications net.

**Military Police must be concerned with provisions of the Posse Comitatus Act during off-post disaster operations. Consult your local staff judge advocate office for details.**